

NEIGHBORHOOD SLOW STREETS PILOT: TALBOT-NORFOLK TRIANGLE



Vision
Zero 
City of Boston

TNT Neighborhood Meeting
April 25, 2017

TONIGHT'S AGENDA

Review changes

Update on phase 2

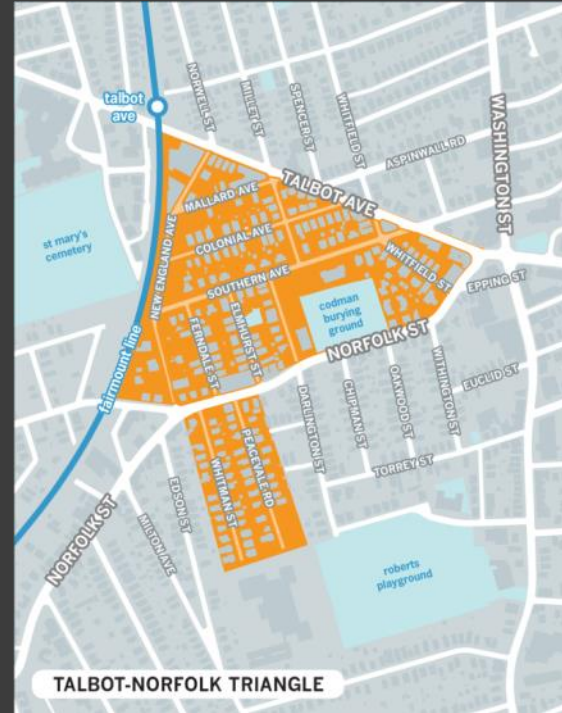
Next steps

Discussion



PROJECT GOALS

- Protect people driving, walking, and bicycling
- Reduce vehicle speeds
- Fewer crashes resulting in injury or property damage



PROJECT BENEFITS

- Improved perception of safety
- Communicate drivers are guests in the neighborhood
- Enable more “social” streets



SLOW STREETS TOOL BOX

- Gateways
- Markings
- Speed humps
- Speed cushions
- Daylighting
- Curb extensions
- Raised crosswalks



NEW



TNT TRAFFIC CALMING PLAN

- Phase 1: Quick-install, proven interventions
 - Signs, markings, speed humps
 - Few changes to curbs
- Phase 2: Requires additional engineering approvals and coordination with BWSC
 - Curb extensions

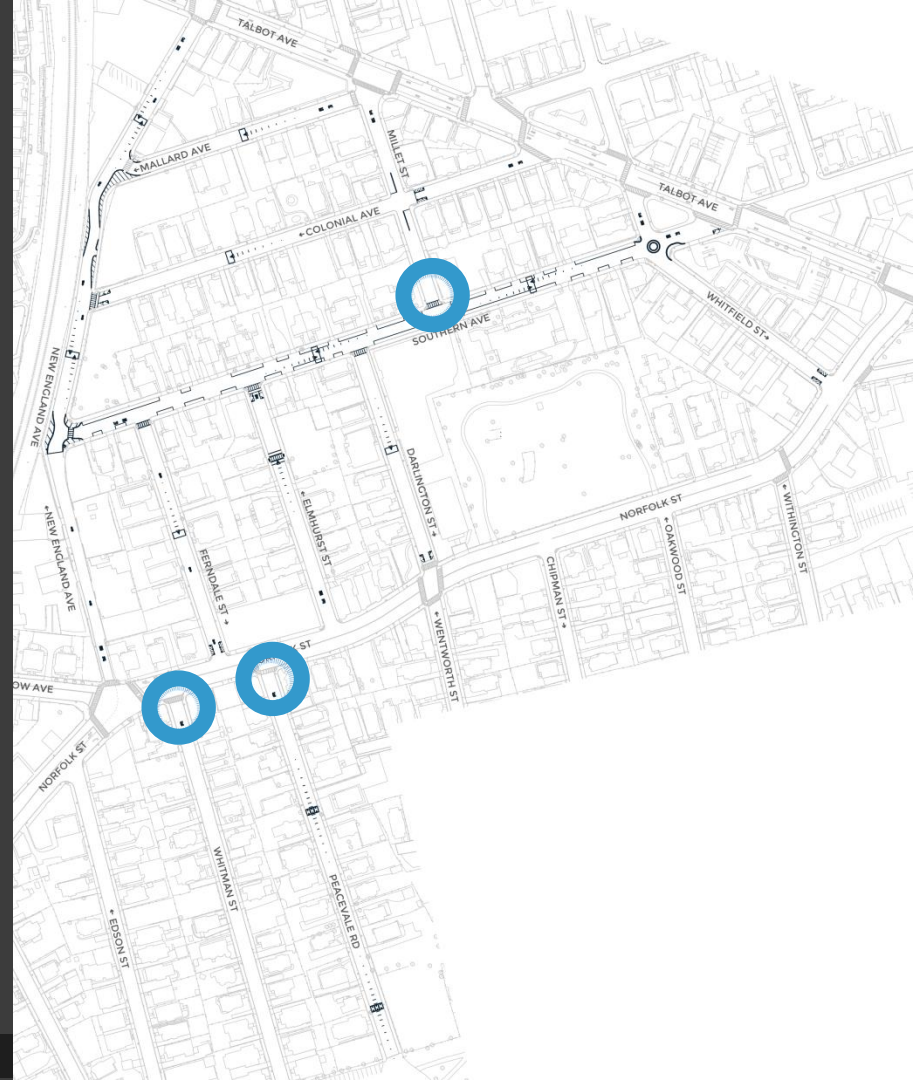
COMMUNITY COORDINATION TO DATE

- Talbot-Norfolk Triangle Neighbors United partner with Walk Boston for a walk audit, submit to BTB
- BTB meets with TNT, Codman Square NDC; learns about walk audit results
- Fall 2015: Walk & discussion with TNT residents
- Dec 2015: Presentation at TNT community meeting
- Sept 2016: Public meeting

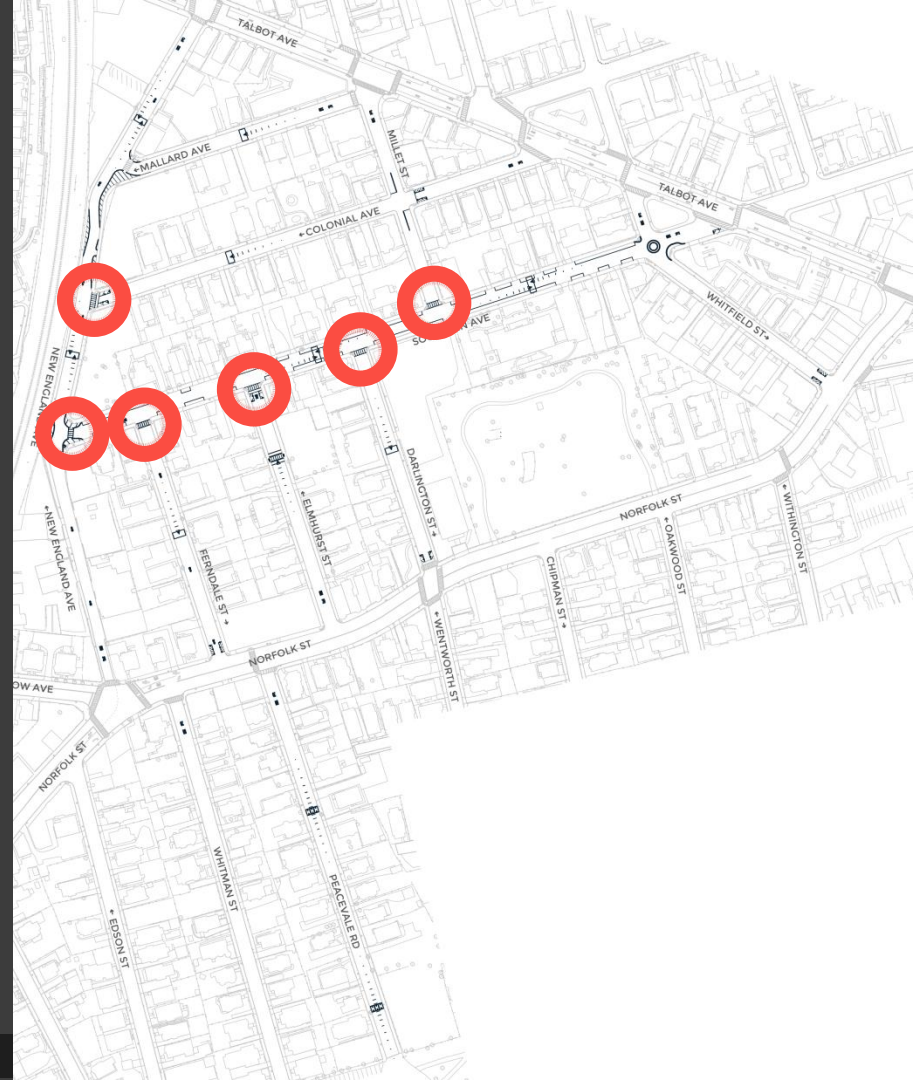
DAYLIGHTING CHANGES

Changed in 3 locations due to narrow road widths

- Whitman St and Millet St:
 - Signs will indicate parking restriction at corners
 - Need full width of road for two-way travel
- Peacevale Rd:
 - Want to prevent parking that restricts turning buses
 - Narrower daylighting area to allow for two-way travel



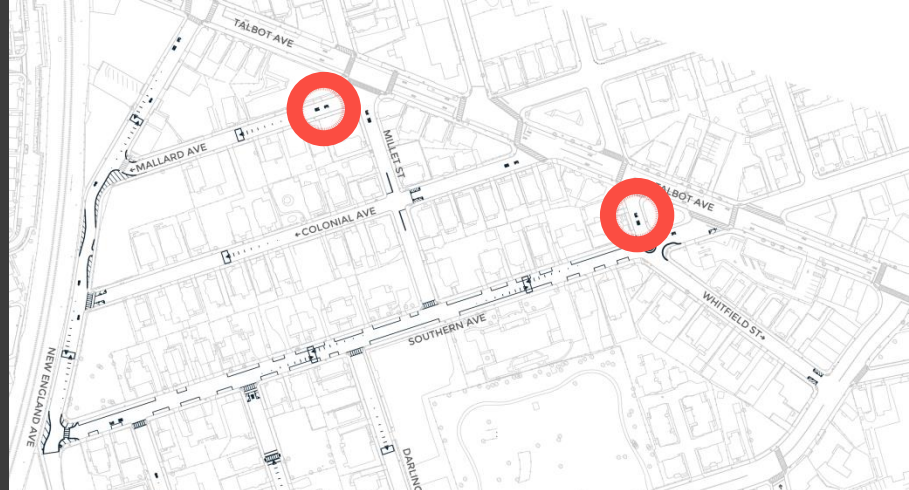
Along Southern Ave
and New England Ave
Many already
installed throughout
the zone



GATEWAY TREATEMENTS ADDED

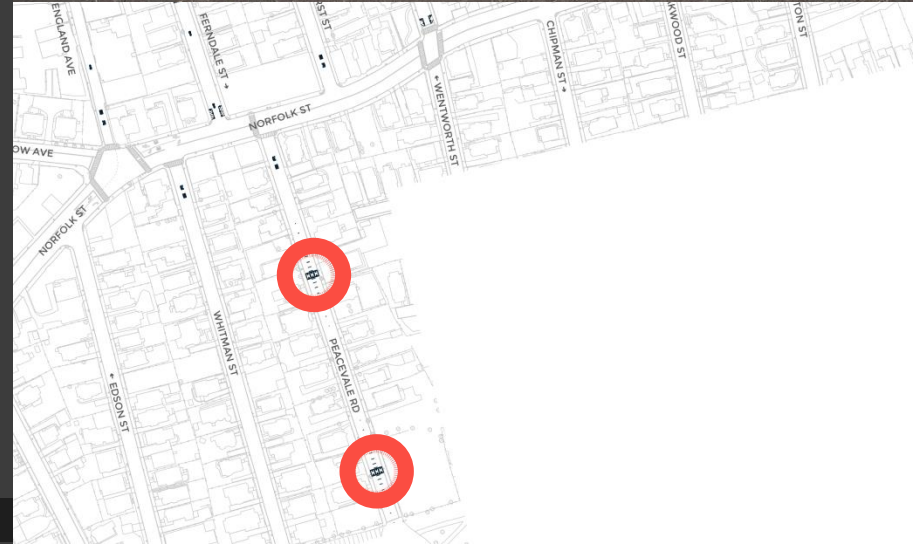
Provide consistent, recognizable entrance to traffic-calmed zones

- 20 MPH pavement markings and signs
- Daylighting where appropriate
- *Phase 2: Possible curb extensions*



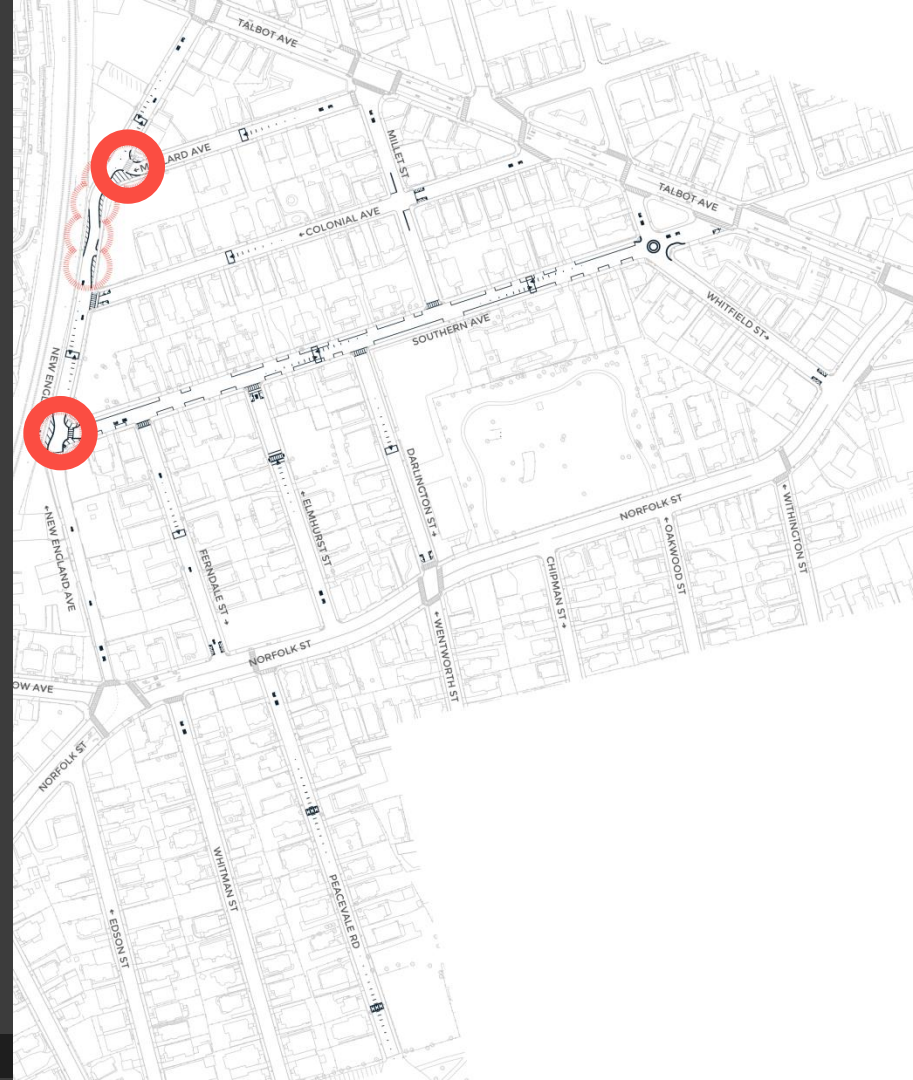
SPEED HUMPS → SPEED CUSHIONS

- Similar to speed humps, but with wheel cutouts to allow buses to pass thru
- Accommodates school buses on Peacevale
- Need to coordinate with TechBoston Academy



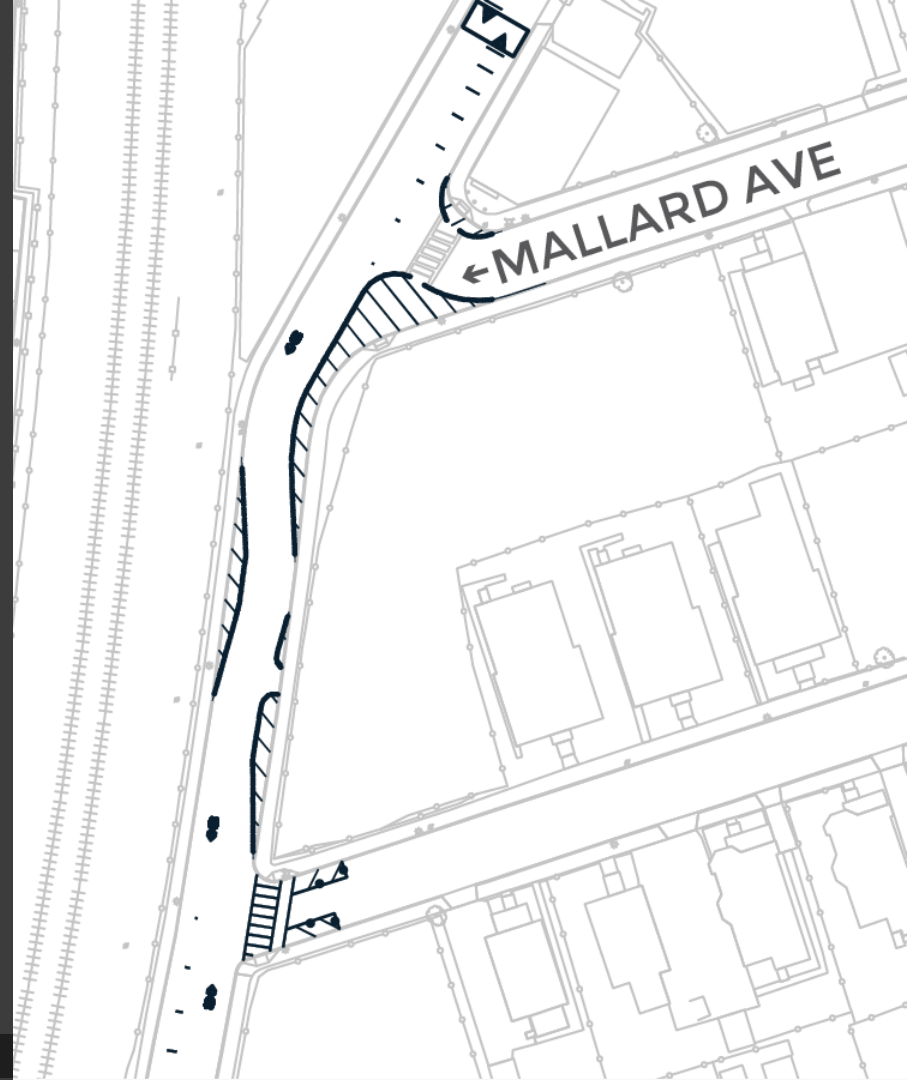
TEMPORARY CURB CHANGES

- Uses pavement markings and delineator post to narrow streets at intersections
- Reduces crossing distance for people walking
- People driving must slow down to make turns



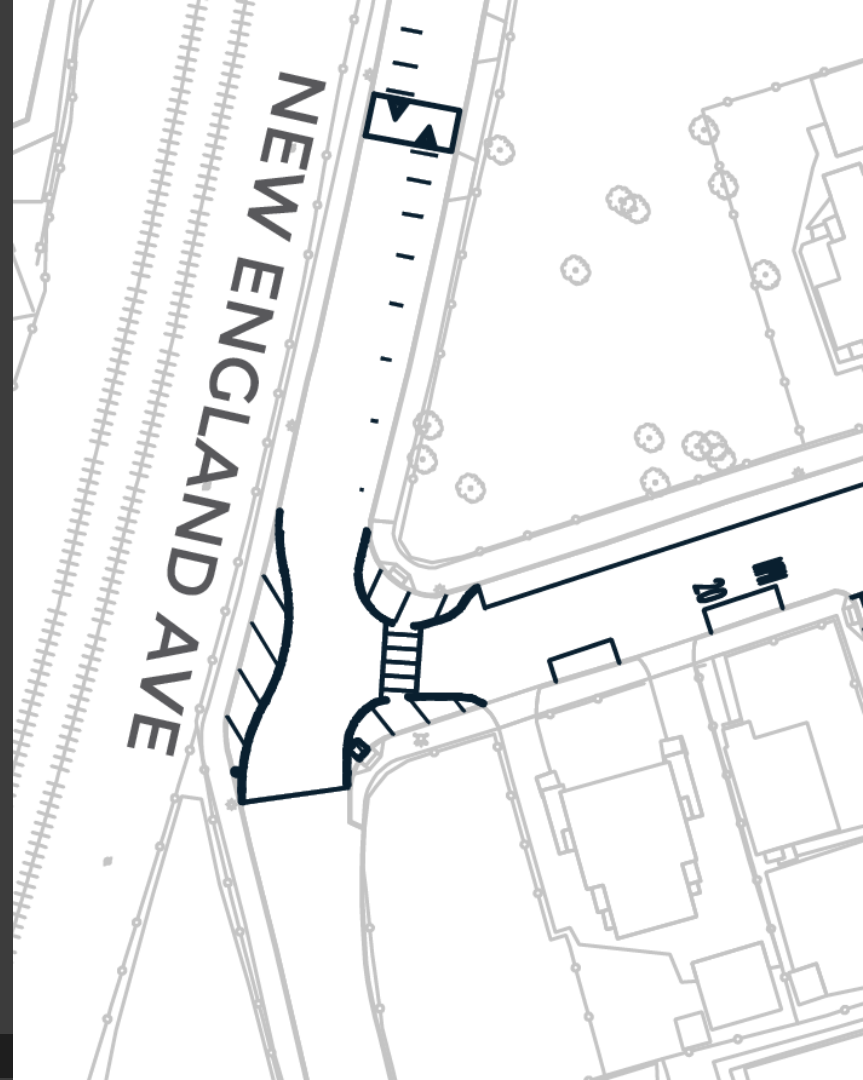
TEMPORARY CURB CHANGES

- Mallard at New England



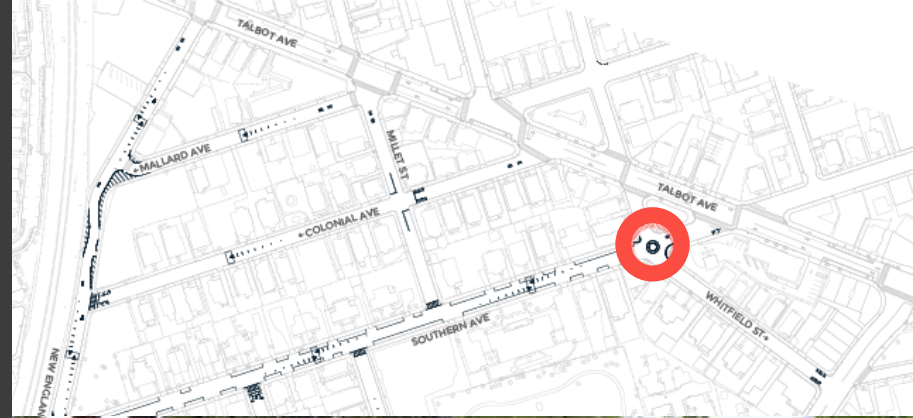
TEMPORARY CURB CHANGES

- Southern at New England



SMALL TRAFFIC CIRCLE

- Added in response to community feedback
- Reduces conflicts
- Slows drivers
- Possible Phase 2 upgrade with BWSC



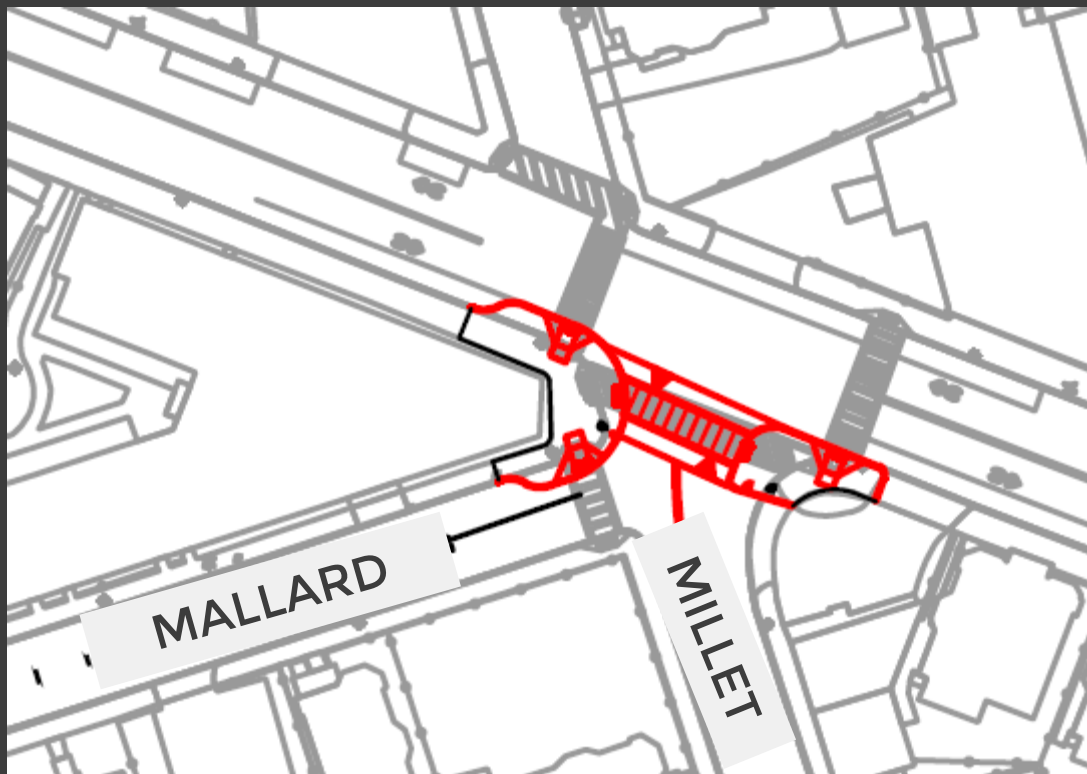
PHASE 2 PLANNING

- Eco-Innovation District & NSS Gateway
- Potential opportunity for curb extensions at Talbot Ave intersections
- Coordinate with BWSC to install rain gardens



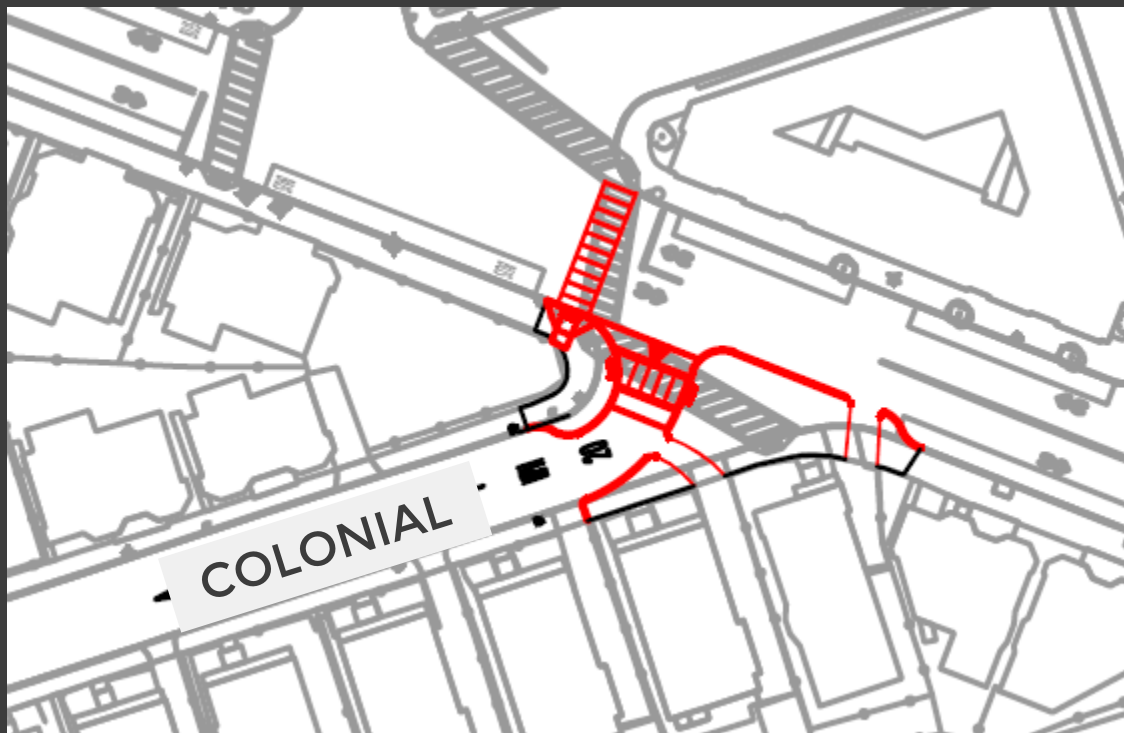
POSSIBLE CURB EXTENTIONS

- Abutter coordination
- Engineering approvals
- BWSC evaluation



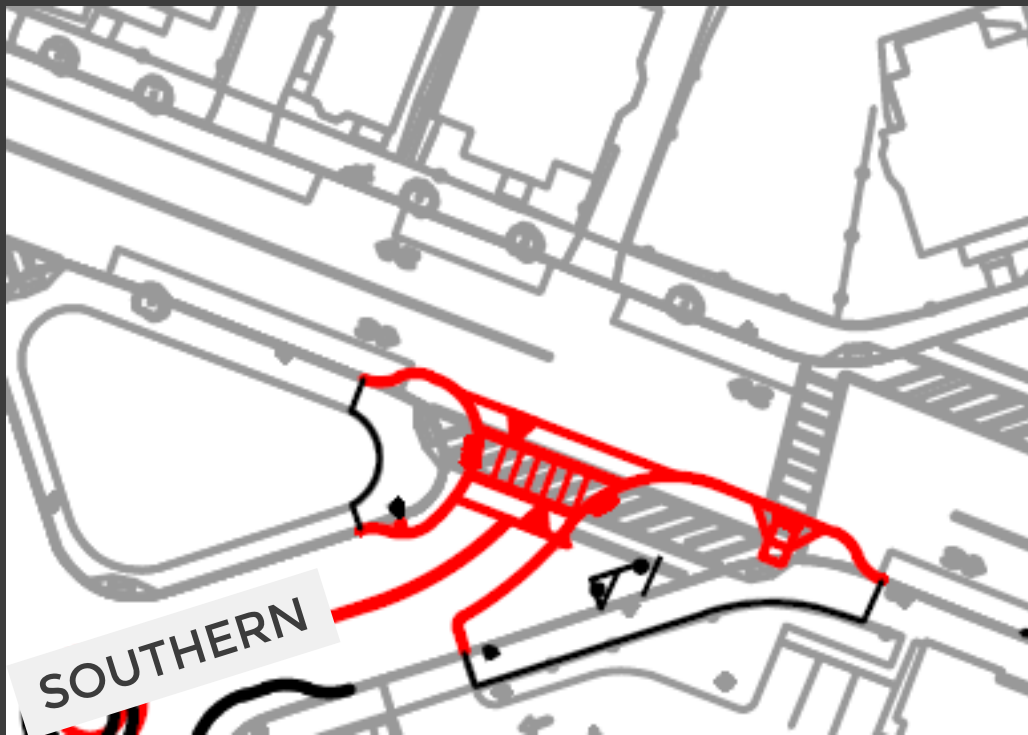
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- Engineering approvals
- BWSC evaluation



NEXT STEPS

- Phase 1 implementation in 2017
 - Will notify neighborhood as soon as scheduled
- Continue engineering work for Phase 2: curb extensions
- Phase 2 public meeting and comment
- Data collection and monitoring

THANK YOU!



**BOSTON
TRANSPORTATION
DEPARTMENT**

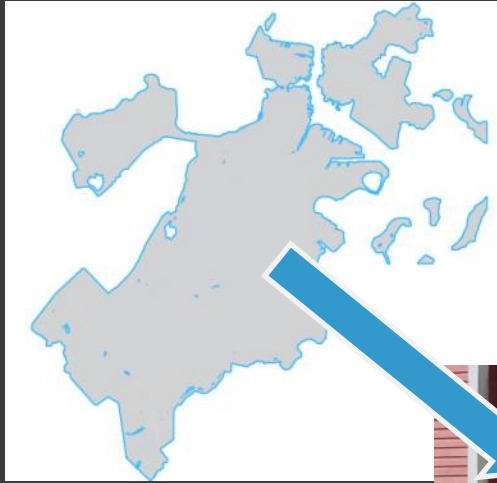
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VISION ZERO BOSTON



City-wide goal to end traffic-related fatalities and serious injuries by 2030



Neighborhood Slow Streets: Targeted effort for residential streets

WHAT IS NEIGHBORHOOD SLOW STREETS?

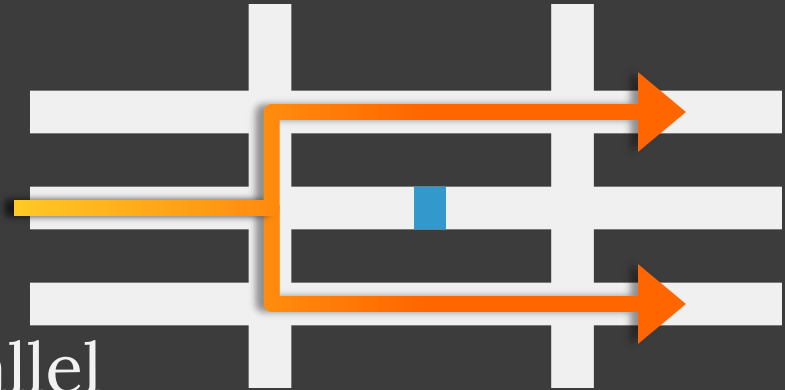
- Local streets in a self-contained area
- Speed limit reduced to 20 MPH
- Announced with gateways
- Self-enforcing safe speeds through traffic calming



WHY ZONE-BASED?

Avoid the “**transfer effect**” from a single measure vs. system-wide approach

- Drivers seek alternate routes
- Traffic may increase on parallel routes without traffic calming



SPEED HUMPS (AND CUSHIONS) ARE NOT SPEED BUMPS!

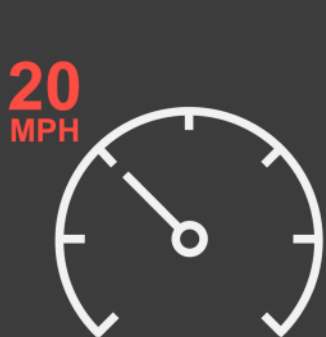


YES! Gradual taper up and down, 12 to 14 feet long



NO! Abrupt, hard bump, 3 to 4 feet long

Slower speeds, safer streets



18% likelihood of fatality or severe injury



50% likelihood of fatality or severe injury



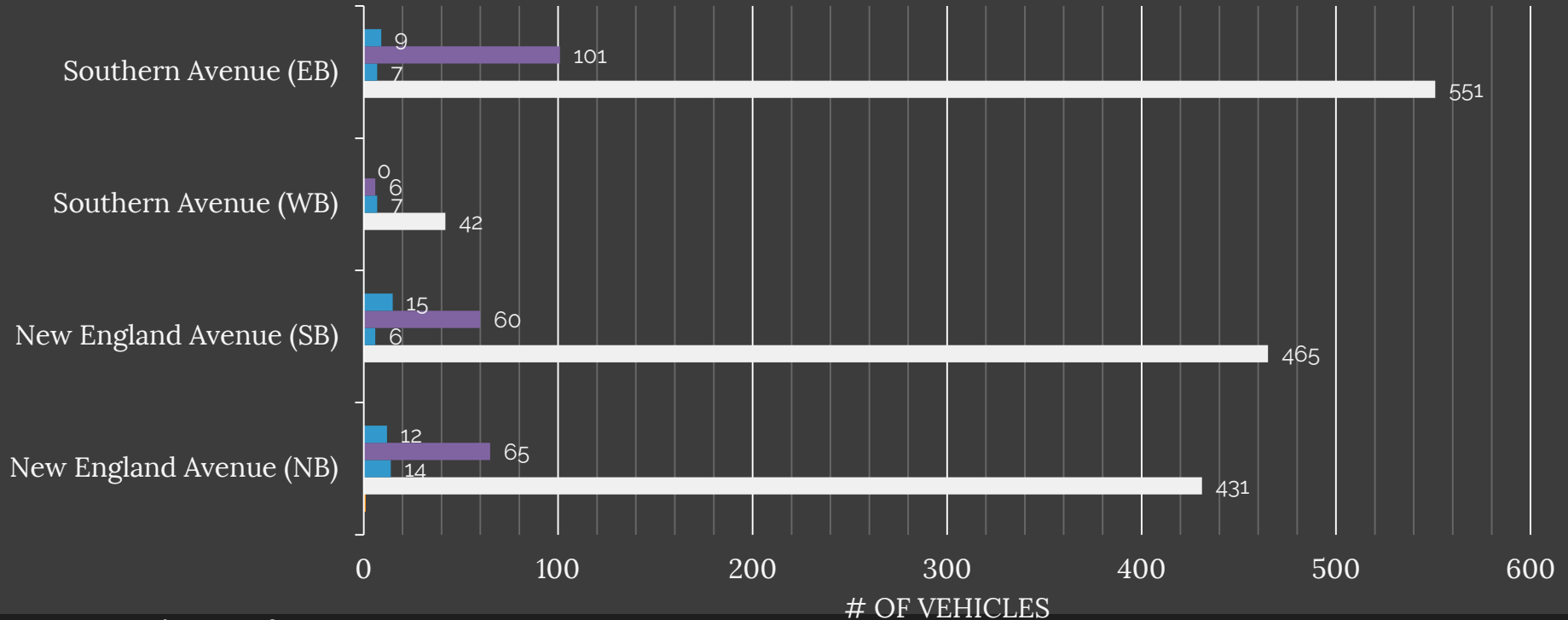
77% likelihood of fatality or severe injury

Volumes and speeds




Direction	Daily traffic volume	# of vehicles traveling over 30 mph	% of vehicles traveling over 30 mph	85 th percentile speed (avg)
New England Ave (between Mallard and Colonial)				
NB	3,575	215	6.0%	28 ,mph
SB	3,096	262	8.5%	29 mph
Combined	6,671	477	7.2%	28 mph
Southern Ave (between Elmhurst and Darlington)				
EB	2,941	225	7.7%	28 mph
WB	412	61	14.8%	29 mph
Combined	3,353	286	7.2%	28 mph

Heavy vehicle use

■ 3 Axle + ■ 2 Axle 6 Tire ■ Buses ■ 2 Axle Long



Crashes

-  pedestrian crash
-  bicyclist crash
-  motorist crash



Speed humps

Design considerations:

- Located at property lines (where feasible)
- Not located at driveways or intersections
- Spacing of approx. 300'

No impact on parking

No impact on drainage



Daylighting

- Improve visibility for drivers, pedestrians
- Restrict the non-conforming parking 20' from intersection
- Generally only nearside approach

Daylighting materials

Phase 1: Use pavement markings



Phase 2: Investigate built curb extensions



New England Ave: Chicane?

- Few abutting land uses, few reasons to travel carefully
- Key route to access Fairmount-Indigo line



New England Ave: Chicane?

- Markings and temporary delineator posts for interim
- Can design future chicane of alternating on-street parking

